(b) The District Magistrate 24-Parganas (West Bengal) has already addressed the Deputy Commissioner, Jessore (Bangladesh) requesting him to take steps immediately to stop the construction embankment. The Chief Engineer, West Bengal, who is the Chairman of the Local Level Committee of the Joint Rivers Commission is also taking up the matter with his counterpart from Bangladesh.

Guwahati Inland Container Depot

153. SHRI K. MOHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) by when the Guwahati Inland Container Depot is likely to start functioning;

(b) whether the Railway Department and the tea industry have reached an agreement for the successful commissioning of the said ICD; and

(c) if so, what are the details thereof?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) The Inland Container Depot at Amingaon near Guwahati is likely to be commissioned this year.

(b) and (c) No formal agreement is entered into between the Railways and the users of the Inland Container Depot. However, the process of consultation between the Railways and the representatives of various interests like the tea trade, Tea Association of India, State Government of Assam, Customs, Port etc., has already been completed and their points of view taken into consideration.

Railway Coach Factory at Gulbarga

154. SHRI H. HANUMANTHAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal for establishing a coach factory at Gulbarga in Karnataka was examined by the Railways; and

(b) if so, what are the details thereof?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) Yes, Sir.

(b) Gulbarga was one of the various sites examined for location of the new coach factory. It has since been decided to locate the factory in Punjab.

New Coaches

155. SHRI VIRENDRA VERMA:
SHRI RAM NARESH KUSHAWAHA:

Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of new coaches manufactured during the last three years to replace the old coaches and how many of these new coaches have been actually utilised to replace the old coaches; and

(b) what are the reasons for not utilising all the new coaches manufactured to replace the old ones and the manner in which these new coaches are likely to be utilised?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b) 3249 Passenger Carrying Vehicles of all gauges were manufactured from 1982-83 to 1984-85. Out of these, 2639 coaches were put on service for replacement of overaged coaches and balance were utilised for augumentation of old services and introduction of new trains.

Complaints against DTC Drivers and Conductors

156. SHRI VIRENDRA VERMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there have of late been an increase in complaints by the commuters as also by some Members of Parliament about the callousness of and rash and negligent driving by the drivers;

(b) the number of DTC bus accidents which took place during the period from 1st October, 1984 to June, 1985 and which occurred due to rash

and negligent driving as compared to the accidents committed by the drivers of private buses on DTC routes stating the number of deaths as a result thereof;

(c) whether it is also a fact that even though DTC buses are required to have speed governors to prevent the drivers from going beyond the prescribed speed limit, no speed governors are provided in the buses, if so, what are the reasons therefor; and

(d) what steps have been taken by Government to check the continous violation of traffic rules, rash and negligent driving by the drivers and their misbehaviour with the commuters to bring about improvement in DTC service?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes, Sir. There has been slight increase in the recent months in the number of complaints against the DTC Bus crew.

(b) Comparative position of accidents involving DTC buses and private operators' buses for October, 1984—June, 1985 is as under:—

	Average number of buses operated daily	Accidents		Persons killed	
		No.	Accident rate per one lakh Kms.	No.	Fatalities per one lakh Kms.
D.T.C.	3573	2829	1.50	197	0.14
Private Operator buses under D.T.C. operation.	1042	626	0.84	65	0.08

(c) Mechanical speed governor is an in-built part of the Fuel Injection pump of a vehicle and the speed of DTC buses is controlled by adjusting the same. These speed governors are so adjusted as to limit the speed of the vehicles within the specified limits applicable to the Union Territory of Delhi.

(d) The DTC have taken the following steps to reduce the accidents and violation of traffic rules:—

1. To ensure deployment of properly trained drivers, only persons with a minimum of three years experience of driving of heavy vehicles are recruited.

2. Before the drivers are given line duty they are imparted special training in the DTC Training School in relation to safe driving and route acquaintance.

3. Special squads have been deputed to check both the driving habits of drivers on line and control over speeding. Drivers with faulty driving habits are withdrawn or sent to the Training School for refresher courses.

4. Every effort is made to improve the maintenance of vehicles.

5. The drivers are regularly acquainted with the traffic rules and other road safety measures through films, slides and other audio-visual methods with the help of Traffic Police authorities.

6. An incentive scheme has been introduced whereby the drivers with accident free records during the quarter are given a cash reward which progressively increases with every quarter.